

BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

BAGGED STONE SHALL REMAIN IN PLACE UNTIL THE ENGINEER DIRECTS THAT IT BE REMOVED. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF SILT ACCUMULATIONS AT BAGGED STONE WHEN SO DIRECTED BY THE ENGINEER. BAGS SHALL BE REMOVED AND REPLACED WHENEVER THE ENGINEER DETER-MINES THAT THEY HAVE DETERIORATED AND LOST THEIR EFFECTIVENESS.

NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK AND THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR THE SEVERAL PAY ITEMS.

TEMPORARY DRAINAGE DETAILS

NOTES: STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.

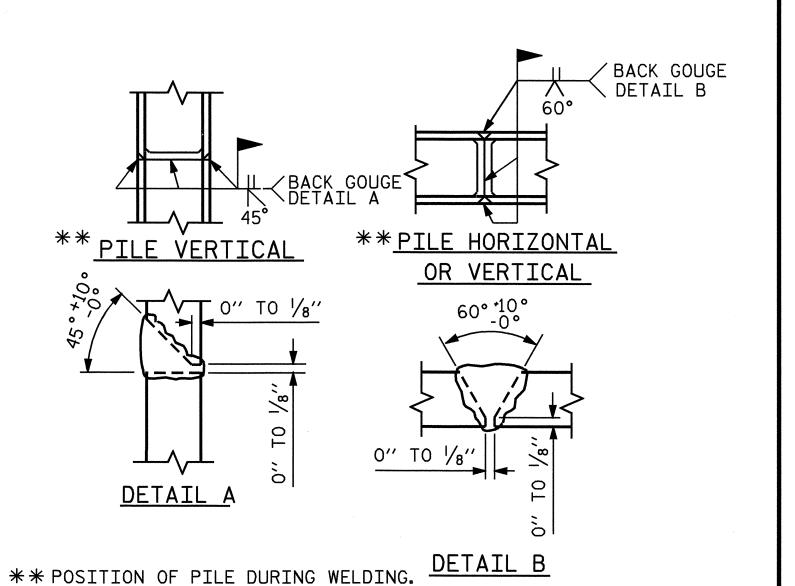
FOR EPOXY PROTECTIVE COATING, SEE SPECIAL PROVISIONS.

BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.

THE TOP SURFACE OF THE CAP EXCEPT THE BRIDGE SEAT BUILDUPS SHALL BE SLOPED TRANSVERSELY FROM THE FILL FACE TO THE BACK FACE AT THE RATE OF 2%.

THE CONTRACTOR SHALL PROVIDE FOR INSTALLATION OF THE 4"DIAMETER DRAIN PIPE THROUGH THE WING WALL AS REQUIRED FOR REINFORCED BRIDGE APPROACH FILLS, SEE THE ROADWAY PLANS. REINFORCING STEEL IN THE WING WALL MAY BE SHIFTED AS NECESSARY TO CLEAR THE DRAIN PIPE.

THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE LONGITUDINAL REINFORCEMENT FOR DRILLED PIERS IS DETAILED WITH THREE FEET OF EXTRA LENGTH.



PILE SPICE DETAILS

SHAFT EXCAVATION SHALL BE UTILITIZED TO INSTALL PILES TO ELEVATION 1051.000. SEE PILE EXCAVATION SPECIAL PROVISION.

14'-6"

3'-10"

BAR TYPES

56'-2"

18'-7"

18'-11"

19'-6"

19'-2"

H4

H2

BAR DIMENSIONS ARE OUT TO OUT.

 $1 \frac{1}{2}$ EXTRA TURNS

1/2 EXTRA TURNS

74 SPACERS

2'-10"Ø

3'-10"

(8)

(9)

1'-11"

16'-5"

HP 12 X 53 STEEL PILES 26.0 LIN. FT. No. 2

PILE EXCAVATION
NOT IN SOIL ----- 14.0 LIN. FT. PILE EXCAVATION IN SOIL ----- 6.0 LIN. FT.

BILL OF MATERIAL END BENT NO. | SIZE | TYPE | LENGTH | WEIGHT BAR B1 12 | #11 | 59'-4" #6 STR 56′-5″ В3 #4 | STR | 2'-8" H1 14 | #5 | 4 | 20'-2" | 294 H2 #5 14 4 19'-10" 290 Н3 14 | #5 | 19'-3" 3 281 H4 14 | #5 | 3 19′-7″ 286 32 | #4 | STR | 29'-5" | 629 K2 #4 | STR | 2'-10" 15 80 #10 10 17'-10" 6139 M1 S1 48 | #5 | 5 | 12'-0" S2 238 48 | #5 | 2 4'-9" S3 8'-11" #6 9 **S4** #6 3'-9" 3'-8" 50 | #4 | 122 U2 9 | #4 | 7 6′-10″ 100 #5 | STR | 11'-8" #5 STR ٧2 12′-10″ 616 44 | #5 | STR | ٧3 13'-0" REINFORCING STEEL = 15750 LBS 266'-10" 1113 * 6 SPIRAL REINFORCING STEEL = 1113 LBS * THE SP1 SPIRAL REINFORCING STEEL SHALL BE W31 OR D-31 COLD DRAWN WIRE OR #5 PLAIN OR DEFORMED BAR. CLASS A CONCRETE BREAKDOWN: POUR 2

(CAP & LOWER WINGS)----- 42.6 C.Y.

POUR 3 (BACKWALL & UPPER WINGS)---- 29.9 C.Y TOTAL ----- 72.5 C.Y

3'-6"Ø DRILLED PIERS

DRILLED PIER CONCRETE:

3'-6"Ø DRILLED PIER

POUR 1 ----- 17.0 C.Y 3'-6" Ø DRILLED PIER NOT IN SOIL ----- 28.00 LIN.FT.

IN SOIL ----- 19.80 LIN. FT. CROSSHOLE SONIC LOGGING -----1 EA.

CSL TUBES----- 231.17 LIN. FT.

B-3419 PROJECT NO.

BURKE COUNTY

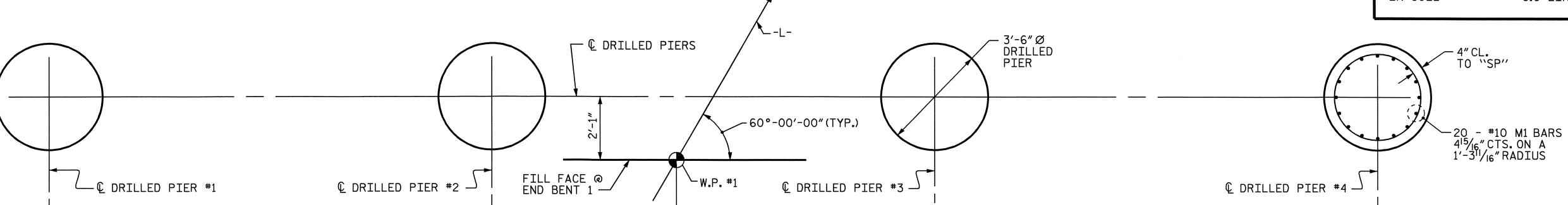
STATION: 20+15.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

> SUBSTRUCTURE END BENT 1

REVISIONS SHEET NO S-15 NO. BY: DATE: DATE: BY:



8'-5¹/₁₆"

PLAN OF DRILLED PIERS

6'-0¹⁵/₁₆"

-WORKLINE

REINFORCING STEEL AND DIMENSIONS ARE TYPICAL FOR EACH DRILLED PIER.

DRAWN BY : A.R.CHESSON _ DATE : 10-03 CHECKED BY : K.D. LAYNE _ DATE : 1-04

14'-6"